The case of Charles H. Kavanaugh against the Mercantile Trust Company, Alvin W. Krech, John J. McCook and Charles C.

The Settlement Not Yet Made Public.

Deming has been settled. Mr. Kavanaugh sued to recover \$73,375, which he invested in 500 shares of the common stock of the United States Shipbuilding Company, 200 shares of the preferred stock and \$50,000, par value, of the first mortgage bonds. After Kavanaugh had invested his cash the Shipbuilding Com-

pany went to pieces. The complaint alleged that the trust company, then the Trust Company of the Republic, undertook to place the Shipbuilding securities and issued a prospectus and advertisements which made false representations about the organization of the company, the value of the properties taken over by it and the estimated profits on pending contracts, by which representations the plaintiff was induced to buy.

When this suit was instigated the defendants sought to have the venue changed from Saratoga county to New York county, but failed. The case was on the calendar to be tried before Supreme Court Justice Kellogg, at Ballston Spa at the term beginning on June 20. It was expected that the case would be reached on or about

The opinion in Wall Street seemed to be that the settlement of the Kavanaugh suit did not very much help the litigation that may be pending against parties interested in the formation of the United States Shipbuilding Company. The opinion seemed Kavanaugh suit had settled with Kavanaugh they were simply paving the way loward a settlement with other persons who had invested in the stock and bonds of the company and that settlement of this suit would be followed by the instigation of other suits against the defendants in the Kavanaugh suit.

TAMMANY CAPTAIN ON TRIAL. Three Accused of Highway Robbery Say Police Swear Falsely.

James McGuire, an automobile driver for Col. Hilton and district captain for Tammany Leader James J. Hagan, was defended in General Sessions yesterday by Lawyer J. J. Halligan, who has a telling lyric voice and an incredulous smile. The charge was highway robbery, and it was made by Stella Tobin of 107 West Sixty-third street. With McGuire were arraigned William O'Donnell of 86 Amsterdam avenue and John Halpin of 229 West Sixty-sixth street All three defendants are about 21 years old.

Stella Tobin said that she was going home rom a drug store at 2:30 on the morning of May 15 when the three men set upon her in Sixty-third street, took her pocketbook, containing \$5, and were trying to wrench her rings from her fingers when some one fired a shot and they ran. O'Donnell was arrested and taken to the station house. Before he was locked up McGuire and Halpin came in to inquire if he had been arrested. Stella Tobin identified them, and they were

locked up, too.

Anna Byrd and Isaac Glisby, both colored, of 225 and 227 West Sixty-third street, testified that the hold-up took place between their houses. They said that they witnessed it from windows, and positively identified the three prisoners as the robbers. Glisby said that he fired the shot which frightened

house. They also declared that the police testimony against them was perjured, though they said that they had never had a quarrel with the policemen and there was no reason why the police should want to injure them by lying. McGuire testified that he was notified at 2:15 A. M. that O'Donnell had been arrested. According to the other testimony, the hold-up did not occur until 2:30 o'clock. He said that he had not been in O'Donnell's company, but had spent most of the evening in attendance on Col. most of the evening in attendance on Col. and Mrs. Hilton, who had gone to the Savoy

Theatre.

A host of witnesses for the defence, including Leader Hagan, were on hand. The trial goes on to-day.

GOT TIRED OF THE PICNIC. So William Lutz, Six Years Old, Started Home by Himself.

William Lutz, the six-year-old son of ex-Assistant Chief Engineer Conrad Lutz of the Union Hill Volunteer Fire Department, attended the annual picnic of the Union Hill Sunday schools at Schuetzen Park, North Bergen, on Fr'day afternoon and mysteriously disappeared about 2 o'clock. He passed through the big gate and walked south along the Hudson Boulevard, but no one saw him after that.

A report was circulated at the picnic that the boy had been kidnapped, and hundreds of men and women became greatly excited. Men started out to look for him, and the women tried to console Mrs. Lutz.

Men and boys carrying lanterns searched the dark lanes and paths in North Bergen, West Hoboken and Union Hill during the night, but found no trace of the boy. The police of all the north Hudson towns took part in the search.

part in the search.

About 10 o'clock Policman Golden found a small boy crying on West Side avenue,
Jersey City, several miles from Union Hill, and took him to the Seventh precinct sta-tion in Montgomery street. He was the missing boy. He explained that he got missing boy. He explained that he got tired of the picnic and started home on his

Good Showing of Penna. Lines West. PITTSBURG, Pa., June 7.-The annual meeting of the stockholders of the Pennsylvania lines, west of Pittsburg, was held in Union Station to-day. The report was gratifying to the stockholders, showing increases in the amount of business transacted in the past year. The old board of directors was reelected. A meeting of the board will be held in Philadelphia to-

Deadlock in Lake Shipping Broken.

DETROIT Mich., June 7 .- Fifteen mem bers of the local branch of the Masters and Pilots Association resigned to-day. "You might as well say that the deadlock on the Lakes is broken," said Capt. Westcott, agent of the United States Steel Company's fleet.

"The local harbor is broken up now, and I heard from Cleveland that twenty-two members of the Cleveland harbor have resigned their membership." resigned their memberships."

To Build New Railroad in Nicaragua.

NEW ORLEANS, June 7 .- Luis F. Cores, Nicaraguan Minister to the United States. left here to-day after having signed the \$1,000,000 Nicaraguan bonds taken by New Orleans capitalists. The money obtained by the loan is to be used for the building of a railroad from Monkey Point, on the coast, to San Miguelito, ninety miles away, opening up a very rich agricultural and mineral section.

Court of Appeals Calendar. AGBANT, June 7.—Court of Appeals calendar for to-morrow, Nos. 390, 391, 392, 606, 393, 396 397, 398

GOSSIP OF WALL STREET.

Although the improvement that took place

in the market in the 'ast hour of trading yesterday was regarded with considerable scepticism, more pronounced within the confines of the Stock Exchange than elsewhere, nnee of the Stock Exchange than elsewhere, speculative sentiment was hardly as bearish last night as it had been. It was the opinion of some very good traders that in the event of a favorable response from London this morning the buying movement that started yesterday afternoon might be followed up profitably by aggressive tactics on the bull side. The impression resulting yesterday from a miscellaneous contact with the trading element was that an advance of say 2 per from a miscellaneous contact with the trading element was that an advance of, say, 2 per cent. would create a good deal of professional and semi-professional enthusiasm. The short side of the general market has been unprofitable to both classes of traders for some time, more so for the office trader than for the board room professional, the latter being content to make merely the equivalent of the outsider's commissions and finding it difficult outsider's commissions, and finding it difficult with all his advantages to de that. Some think an advance of even 2 or 2 per cent. is improbable because they happen to know of a good deal of stock new for sale by disgusted holders only 2 or 3 points higher. On an advancing market, however, selling limits an advancing market, nowever, seiling limits are lowered in a falling market. The holder of Union Pacific who thinks when the stock is \$3 that he would be glad to get out at \$5 hesitates when the stock gets up to nearly 85 and looks strong, and is more likely than not at about 86% to cancel his selling order.

The ease with which the stocks advanced in the last hour of trading favorably fin-pressed the professional element, even if, as a board member remarked, the market did go up without the natural accompaniment of bull yelling. Union Pacific advanced from 83 to 83% on but 1,500 shares of stock: Pennsylvania advanced from 114 to 114% on but two transactions, one of 200 shares and another of 700. The buying was thought to be principally for the short account. It was the seeming scarcity of stocks rather than the character of the buying that encouraged the built element. The number of stop orders uncovered on advances of 1 per cent. or less was considered significant.

John H. Davis bid 81% yesterday for 1,000 "Boo" common.

There was a transaction in 100 shares of Minneapolis and St. Louis at 42, an advance of 2 points from the last previous sale. This is the stock on which hid and asked quotations showed so great a disparity last week.

The late Addison Cammack, who was, per-The late Addison Cammack, who was, perhaps, the greatest bear operator of his time, once said in a reflective mood that if he had made it a rule to put out a line of short stocks at about the middle of the year preceding each Presidential campaign year in his experience and to cover his contracts a month before the conventions, doing nothing else in the market, he would have been very rich at the close of his career.

A prominent Stock Exchange house having Cotton Exchange connections did nearly on pol 19,000 bales of cotton on Saturday last and but 700 shares of stock. That shows where Chief

The following extracts from last night's correspondence of two very prominent com-mission houses are fairly typical: "Sentiment regarding the outlook for our market has mission houses are fairly typical: Seatment regarding the outlook for our market has picked up materially in the past twenty-four hours and hopeful expressions are to be heard as to the probability of at least temporarily better prices in view of the cheapness of money, the perhaps oversold condition of the market and the excellent prospects for the crops." "The activity on the buying side of some of the leading traders is regarded as encouraging and if continued should mean higher 'prices. For several days past it has been evident that only something of this sort was needed to help the market, there having been no pressure of stocks for sale."

There was a somewhat emailer berrowing demand for, stocks in the lean department yesterday afternoon. The return of some stocks was reported. There continued to be an active demand for Pennsylvania and Steel preferred. The short covering yesterday, board room observers said, was almost tenter to market these past twenty of the experiments of all the cities of the British Empire, Chief Keily said that it was probable that within the year a system embodying the best in the Bertillon and the finger print system would be adopted by the St. Louis department.

Anna Byrd and Isaac Glisby, both colored, for 225 and 227 West Sixty-third street, testified that the hold-up took place between their houses. They said that they witnessed the three prisoners as the robbers. Glisby said that he fired the shot which frightened them.

O'Donnell and McGuire testified in their own defence. They denied the complainant's story. They said that she was drunk and unable to identify any of them at the station house. They also declared that the police testimony against them was perjured, ment, there being not enough fresh speculation to make any material change in the short interest one way or the other. It is believed, however, that there is an abiding short interest in the market of large pro-

portions.

Under profit taking by local speculators and for London account, Ontario and Western sold down 1 per cent. yesterday forencon from Monday's high price. On this decline Ellingwood & Cunningham were reported as the principal buyers. Several thrifty members of the "dissolution crowd," so it was reported yesterday forenoon, had been selling freely above 25, and that influenced a good deal of miscellaneous profit taking a good deal of miscellaneous profit taking by traders who had no interest in the stock beyond that of scalping profits out of it. De Haven & Townsend, who were the big buyers on Monday, appeared yesterday to be selling it moderately. In the afternoon there was another spasm of buying on which the price advanced to the highest point of this movement at 25%. A. A. Heusman & Co. were then the principal buyers. While they were buying and bidding it up, H. Con-tent came into the crowd with what seemed to be an unlimited selling order. The stock closed at 25, showing a net loss for the day of My per cent. The transactions in the after-noon as they appeared on the tape excited a good deal of critical comment. Correspond-ing amounts of the stock alternated curiously at corresponding prices. Some thought it looked too much like matched order trading really to be such, the disposition being always to disguise transactions of that character. Brokers who watched the trading declared, however, that there was a lot of manipula-

Nothing developed yesterday to illuminate the character of Monday's extraordinary transactions in Ontario and Western. The volume of yesterday's trading was reduced by more than one-half. It was rumored late by more than one-mail. It was rumored late in the day that 50,600 shares of the stock had been shipped to Philadelphia, the inference being that the stock went either to Pennsyl-vania or Reading interests. The old, old rumor of a contemplated readjustment of the company's capitalization whereby the common stock would be scaled down to one-third of its present volume and put on a dividend basis was heard yesterday. That was one rumor that had evidently been forgetten

De Haven & Townsend, who were the heaviest buyers of Ontario and Western on Monday, were the principal buyers of Reading yesterday on the advance to 45%. C. I. Hudson & Co. were also prominent buyers. The freedom with which Reading had been sup-plied on Saturday around 45, when Wasser-man Bros. bought between 7,000 and 10,000 shares in a narrow market and advanced the price but % per cent., made the stock's further advance to 45% in yesterday's trading seem rather significant. There was also some buying of Erie yesterday that looked as if it might be good. Van Emburgh & Atterbury were the most prominest buyers. They appear to have been accumulating the stock for several days. They were buyers on Monday.

The cotton trade is deeply interested in the herce Justamalan ant which is expected to destroy the boll weevil. The lack of enthuslasm for the ant on the part of the ento-mological department at Washington is said to be due to the fact that the insect was discovered by the botanical department in the course of scientific botanical investigations in South America. The entomologists naturally feel a little Jealous and do not share the confidence of the botanical department in the Justemalan ant as an exterminator of the boll weevil.

Every time a break occurs in the market

TENANCIAL.

\$3,750,000 CITY OF CHICAGO

Four Per Cent. Bonds

DATED JANUARY 1, 1804. DUE SERIALLY JANUARY 1, 1907—24.
INTEREST PAYABLE JANUARY 1st and JULY 1st.

FINANCIAL STATEMENT: Assessed Value of Property for faration 6411,424,200 Total debt, this issue included 520,042,020 Loss water debt and Sinking Fund 5,700,415

Legal Investment for Massachusetts Savings Banks. The total funded debt of the City of Chicago is less per capita than that of any city in the United States of 350,000 population or over.

Price to net from 3.70% to 3.90%, according to maturity.

N. W. HARRIS & CO.

Pine Street, Corner William

NEW YORK

BOSTON

NOTICE TO HOLDERS OF

San Francisco and North Pacific Railway

FIRST MORTGAGE BONDS.

by said Deed of Trust, at a rate not exceeding par

and ten per centum premium, to such amount, with the premium, as shall not exceed \$25,000.

THE MERCANTILE TRUST CO., Trustee,

PUBLIC NOTICES.

leum Paper," and addressed to COLONEL J. MARSHALL, Asst. Quartermaster General, U. A., Depot Quartermaster.

PROPOSALS FOR SUBSISTENCE STORES.—Office Purchasing Commissary, U. S. Army, 39 Whitchall Street, New York City, N. Y., June 7, 1904.—Sealed proposals for furnishing and delivering subsistence stores in this city for the month of July, 1994, will be received at this office until 11 o'clock A. M. on June 17, 1904. Information furnished on application. Envelopes constaining blds should be marked "Proposals for Subsistence Stores opened June 17, 1904." addressed to Major D. L. BRAINARD, Commissary, U. S. A.

FORT SLOCUM, N. Y., June 1, 1904.—Scaled proposals in triplicate for construction of post exchange building will be received here until 11 A. M., June 25, 1904, and then publicity opened. Information furnished on application. U. S. reserves right to accept or reject any or all bids or any part thereof. Hads must be enclosed in sealed envelope, marked "Proposals for Post Exchange." addressed R. W. KINGMAN, Q. M.

FORT WADSWORTH, N. Y., June, 1908.—Sealed proposals for building ward wing on hospital at post will be received until 10 A. M., June 15, 1904. Information furnished on on application. U.S. reserves right to accept or reject any proposal, or any part thereof. Envelopes containing proposals should be endorsed "Proposals for building ward wing," addressed Lieut. Geo. L. Hicks, Jr., Q. M."

PROPOSALS FOR ORDNANCE SUPPLIES—Sandy Hook Proving Ground, P. O., Fort Hancock, N. J., May 13, 1994—Scaled proposals, in triplicate, will be received until 10 A. M., JUNE 13, 1994, for furnishing hardware, lumber, forage, fuels, oils, etc., during the year ending June 50, 1995. Information furnished on application. Lt. Col. OffAS, S. SMITH, Comdg.

U. S. ENGINEER OFFICE, New London, Conn. June 1, 1904.—Sealed praposals for dredging about 25,000 cubic yards in Housatonic River. Conn., will be received here until neon of June 11, 1904, and then public opened. Information furnished here or at U. S. Engineer Office, 305 Exchange Bidg., New Haven, Conn.

CHAS. P. POWELL, Lt.-Col., Engrs.

U. S. ENGINEER OFFICE, Army Building, New York, N. Y. May 21, 1904—Sealed proposate for dredging in Shrewsburg River, N. J., will be received here until 12 M., June 10, 1904, and then publicly opened. Information furnished on application. C. W. RAYMOND, Colonef, Engrs.

T. H. PRICE PAYING IN FULL.

Checks for Remainder of What Was Due

When Firm Falled New Ready.

Theodore H. Price, head of the firm of

Price, McCormick & Co., which failed in

May, 1899, with liabilities amounting to sev-

creditors of the firm yesterday to the effect that he was prepared to settle in full. The business end of Mr. Price's announcement is as follows: M. Referring to my circular of March 31. I eral millions of dollars, issued a circular to

By HENRY C. DEMING, President.

The Leather Manufacturers National Bank, of New York.

NOTICE.—The Leather Manufacturers National Bank of New York, located at 29 Wall Street, in the City of New York, in the State of New York, is closing its affairs. All note holders and other creditors of the association are therefore hereby notified to present the notes and other claims for payment.

FRANK O. ROE, Cashler.

Dated April 16th, 1804.

CHICAGO

weeks have been largely confined, the par-ticular crowd that has been interested in that stock becomes an objet of Wall Street solicitude. The break in Chicago Great Western preferred A on Monday drew attention once more to a Western crowd that appears to have accumulated, at one time or another, a strange assertment of such securities.

"The reason stocks do not go down." broker said yesterday, "is that they are down.
When you get a market that cannot go up that is a market to buy."

"The reason stocks do not go down," a broker said yesterday, "is that they are down. When you get a market that cannot go up that is a market to buy."

CIVIL SERVICE FOR POLICE.

Chieage Suggests to the Chiefe a Remedy Against Political influence and Graft.

ST. Louis, June 7.—The second day's session of the eleventh annual convention of the Chiefe of Police, in the Hall of Congresses at the world's fair was devoted principally to the reading of papers bearing on police work. President Sylvester presided.

Chief of Police Francis O'Nell of Chicage read a paper on "The Chief of Police; His Duties and Difficulties." In the course of it Chief O'Neil took occasion to say that the most stubborn fight which a chief of police always had was to resist political influence and graft. Chief O'Neil recommended the adoption of civil service rules along the lines that are in force in Chicago.

William Pinkerton, chief of the Pinkerton Bureau, read a paper on "Bank Robberies." Mr. Pinkerton desit with the operations of the Sureau of Criminal Identification the submitted the amountal remort. In it he construction the present the submitted the amountal remort. In it he submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he submitted the methods of the submitted the amountal remort. In it he

SUES VANDERBILT'S TRAINER. Wife, Who Want Separation, Says He Got

8500 a Month and All Expenses. of the racing stables of William K. Vanderalimony and \$200 counsel fee, pending the

alimony and \$200 counsel fee, pending the trial of her suit for separation.

The plaintiff says that her husband latterly has been in the employ of William K. Vanderbilt and had charge of his racing stable at Polssy, France. She says that his contract with Mr. Vanderbilt was that he was to receive \$500 a month salary, was to get 10 per cent. of all winnings and to have all his private expenses, such as his home and victuals, paid for. She avers that he had an income of over \$20,000 a year.

MARINE INTELLIGENCE.

MINIATURE ALMANAC TRIS DAT.
Sun rises...4:29 Sun sets...7:28 Moor rises...1:28
EIGH WATES TRIS DAT. Sandy Hook...2.30 | Gov. 1'd. . . . 3.01 | Hell Gate... . . 4:34

Arrived-Tuesday, June 1 Arrived—TUBBDAT, June 7.
Argentine training ship Presidente Sarmiento,
Busens Ayres, April 7.
Ss Kaiser Wilhelm II., Bremen, June 1.
Ss Koosland, Antwerp, May 28.
Ss Germania, Napies, May 28.
Ss Potsdam, Rotterdam, May 28.
Ss Titian, Santos, May 18.
Ss Morro Castle, Havans, June 4.
Ss Coemisees, Casriuegos, May 31.
Ss Menantic, Cardenas, June 1.
Ss Arapahoe, Jacksonville, June 4.
Ss Comal, Mobile, May 29.
Ss Jefferson, Norfelk, June 8.
Ss Navahoe, Georgetown, S. C., June 2.
Bark Emma R. Smith, Trinides, May 24.

Ss Kronprins Wilbelm, from New York at

Ne Kalser Wilhelm der Grosse, from Bremen for

	OUTGOING P	PEAMSHIPS.	
	Sall T	o-day.	
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ATAMELAN.	VIECUMBE	8 00 P M	4 00 I
New York,	Santo Domingo	13 30 P M	1 00 1
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		12 00 M	3 00 1
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onroe, Norfolk illahassee, Savannah omal, Brunswick	8 60 P M 3 00 P M
INCOMING STEAMSHIPS.	
Due To-day.	
ulcan	May 21
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ennebec Algiers Liverpool	May 28
Galveston	June 1
rharossa Bremen Bremen	May 28
In race Irene Genoa	May 26
bano Hamburg	May 28
guranca	Tune 1
mineral AP	MAY 70
mancheJacksonville.	June &
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washis Liverpool	May St
rpethis Liverpool	May 30
ATTORISE	June 4
agara	June 6
Due Friday, June 10.	
cediaHamburg	May 38
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itadetoble Southampten.	June 4
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celstof	June P
Due Sunday, June 12.	

OCEAN STEAMERS.

NFORMATION

NOVA SCOTIA

The Land of Evangeline. Direct Weekly Service Between NEW YORK. YARMOUTH and HALIFAX

by the DOMINION ATLANTIC RY.'S S. S. PRINCE ARTHUR. Sailing from the Munson Line S. S. Pier 14, East River, 11 A. M., June 25th, and every Saturday thereafter.

N. Y. to Yarmouth, Round \$25. Halifax, Round \$32.
Including Meals and Cabin Berth. Other Staterooms, \$2.00 to \$8.00, according to location. Rates on Rooms de luxe upon application. With privilege of rail trip between Yarmouth and Halifax if desired. For full particulars and tickets apply to all general tourist agencies, or MUNBON STEAMSHIP LINE, General Agents.

84 Beaver Building, Beaver St., New York.

Hamburg-American.

FOR PLYMOUTH, CHERBURG, HAMBURG.

OF THE GRENT OCEAN FLYER.

THE MERCANTILE TRUST COMPANY, Trustee under the Mortgage or Deed of Trust of the San Francisco and North Pacific Rallway Company and January 1st, 1889, in accordance with the terms and provisions of Article Four of said Deed S. S. Deutschland JUNE 9, AT 2 P. M.
Deuts'land, June 9, 2 PM | *†Bluech'r, Jun. 23, 1:30 PM Waldersee, June 11, 4 AM | Penn'lyania, June 25, BPM | Hamburg, June 18, 11 AM | *†Moltke, June 30, 10 A. M | Phomicia, June 18,8:30 AM | †Patricia., July 2, 8 A M of Trust, hereby invites proposals for the sale to it, on July 7, 1904, at its office, No. 120 Broad-way, in the City, of New York, of Bonds secured

Mediterranean Service. New York—Naples—Genea.

By Superb New Twin-Screw Steamera

First Cable, \$60 and \$75, Upward,

SUMMER CRUISES TO NORWAY, SPITZBERGEN, ETC. 2 GRAND ORUISES Around the World

NORTH GERMAN LLOYD S. S. CO.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Salling Saturdays, 9:30 A. M. Pier 15, N. R. St. Paul. June 11 St. Louis. June 29 Philadelphia. June 18 Germanic. July 2

ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON DIRECT.

MINNEHAHA

JUNE 11, 250 P. M.

MINNEAPOLIS JUNE 18, 0 A. M.

MESABA JUNE 26, 0 A. M. RED STAR LINE.

NEW YORK—ANTWERP—PARIS.
Salling Saturdays 10:30 A. M. Pier 14, N. R.
MroonlandJune 11 | FinlandJune
ZeelandJune 18 | VaderlandJuly WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays, Pier 48, N. R.,
Teutonic June 8, 10 A. M. | Majestic June 22, 21 to A. M. |
Celtic ... June 10, 8 P. M. | Arabic ... June 24, 8 P. M. |
Cedric ... June 15, 6 A. M. | Oceanio ... June 29, 7 A. M.

Passenger offices, 9 Broadway. Freight Offices, Whitehall Bidg., Battery Place.

PROPOSALS FOR NAPHTEALINE AND PETROLEUM FAPER—Fails. Depot, Q. M. Dep't, 1428 Arch St., Falls., Fa., June eta, sein-Sealed proposals, in tripitoste, will be received here until it e'desek A. M., Thursdey, June 1828, 1824, for furnishing this depot with 10,000 pounds of Napthaline and 50,000 pounds of Petroleum Paper, conforming to sample at Schuyikill Arsenal. Bidders muss state rate at which they will make deliverles. Government reserves the right to reject or accept any or all proposals or any part thereof. Preference given to articles of domastic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture the duty thereon) being equal. A GUAR-ANTEE in 10 per cent. of the value of the articles proposed for must accompany all proposals. UNGUARANTTED BIDS will not be considered. Blanks for proposals, &c., will be furnished upon application. Envelopes containing proposals to be endorsed "Proposals for Naphthaline ar Petroleum Paper," and addressed to COLONEL J. M. CUNARD LINE.

To Liversool, via Queenstewn.
From Flore 51-51 North River.
Umbria. June 11, noon Lucania. July 2, 8 AM
Campania June 18, 10AM
Umbria. July 9, 10 AM
Umbria. July 9, 10 AM
Etruria. June 28, noon Campania. July 9, 10 AM
Service.

Carpathia June 16, 2 PM Aurania. July 16, 8 AM
Service. June 28, 2 PM
Reditorraseam. Sirvice. June 28, 2 PM
New 41804 S. FANNONIA, 10, 200 tons.
Twin-Serew S. S. PANNONIA, 10, 200 tons.
Pannonia. June 21, noon Siavonia. July 19, noon
Uitonia. July 8, noon Pannonia. Aug. 2, noon
Apply 28 Broadway, New York.
VERNON H. BROWN, General Agent.

CANADIAN PACIFIC RAILWAY. Intended Steamship Salling: From Vanceaver for Japan, China and Philippine Islands. R.M.S. Athenian..June 6 | Empress of China..July 24 Emp. of Japan...June 27 | Empress of India..July 25 R.M.S. Tartar...June 27 | Empress of India...July 16

Manuka...... June 24 Aorangi July 22 For rates and information apply at 458 & 1 B way. ANCHOR LINE.

GLASGOW VIA LONDONDERRY
Astoria....June 11, 8 PM | Columbia.June 25, 4 PM
Anchoria...June 18, noon | Furnessia..July 2, noon
First asfoon, \$50 and up.
Second asloon, \$55 and up; third class, \$26 and up.
For Illustrated Book of Tours apply to
HENDERSON BROTHERS, 17 and 19 Broadway. OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmend, Virginia Beach, Wash-ngton, D. C., and entire South and West. Freight and passenger steamers sail from Pier 28, N. R., foot Beach st., every week day at 8 P. M. H. B. WALKER, Vice-President & Traffic Manager.

EXCURSIONS. AGE STEAMBOAT CO. CONEY ISLAND

They cannot bara! They cannot sink!
LANDING at the centre of the great, new and stellar attractions.
SPECHAL TO-DAY.

Leave FOOT 2D ST., North River, 10:00, 11:15
A. M., 12:30, 145, 3:00, 4:15, 5:30, 6:48, 8:00 P. M.
LEAVE PIER (NEW) NO. 1. } Half hour later.
NORTH RIVER.
Leave NEW IRON PIER, CONEY ISLAND, 11:40
A. M., 12:55, 2:10, 2:25, 4:40, 6:55, 7:10, 8:30, 9:40 P. M.
ROUND TRIP TICKETTS, 2E CENTS.
Acker, Merrall & Condit's Liquors and Cigars served under company management.

NTEAMER TAURUS
of Iron Steamboat Fleet will make trips every day
TO FISHING EANKS.
Leave 31st St., East River, 7:30 A. M. Leave Pier (New), No. 1, North River, 2:30 A. M.
BAIT AND TACKLE ON BOARD.

Pare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c. FORT HANCOCK, N. J., May 25, 1804—Sealed proposals for plumbing 1 double set N. C. O. quarters and 1 Fire Engine house here will be received until 2 P. M., June 8, 1804. Information furnished on application. United States reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for Plumbing," addressed ABE. S. BIOKHAM, Captain, Q. M.

CONEY ISLAND **BOATS**

40 minutes from Battery via DREAMLAND'S line of fast iron steamers, "Cape May," "St. John" and "City of Lawrence." Leave West 129th st. at 10:00, 11:00 A. M., 2:00, 8:00, 6:00, 7:00 P. M. West 22d st., 10:30, 11:30 A. M., 2:30, 3:30, 6:30, 7:30 P. M. Three of the largest steamers afloat. Plenty of room. fine service. Music, dining room, cafe. Round irip, 30 cents including admission to DREAMLAND.

WEST POINT. NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn. Fulton St. (by Annex), 800 A. M.
New York. Desbrosses St. Pier. ... \$40
"West 22d St. Pier. ... \$40
"West 12th St. Pier \$20
Returning due in New York 5:20 P. M.
MORNING AND AFTERNOON CONCERTS.

business end of Mr. Price's announcement is as follows:

Mr. Referring to my circular of March 31, I am gratified to say that I now feel myself in a position to deal with your claim in full. I am now glad to be able to hand you a check at my office, or otherwise, on or before June 16.

The circular was accompanied by a receipt, to be signed by the creditor, on which it was stated that Price was paying what he regarded as the moral obligations and not the legal debts of himself and his partners at the time of the fallure. Creditors of Price, McCormisk & Co. have already received 71% per cent. in dividends. It is understood that Mr. Price has made considerable money receively on the bear side of the cotton market. Frisce Road Provides for Texas Extensions Averin, Tex., June 7.-Judge H. D. McDonald, general attorney for the Frisco Railroad in Texas, to-day filed an amend-Railroad in Texas, to-day filed an amendment to the charter of the St. Louis, San Francisco and Texas Railroad Company, increasing its capital stock from \$200,000 to \$5,000,000. This increase of capital stock is preliminary to the formal consolidation of this road with the Blackwell, Enid and Texas, the Oklahoma and Texas, and the Red River, Texas and Southern roads. This action will be taken some time this menth. The consolidation will not extend to the Fort Worth and Rio Grande and the Paris and Great Northern roads, as was at fist reported. Hired to Kill the Ontario Voting Trust. James B. Clews, for the stockholders' committee of the Ontario and Western Railroad, retained yesterday, as attorneys for the stockholders, the firm of Butler, Nott-man, Joline & Myndersee to take action in the courts to dissolve the voting trust. It was said, however, that no legal action would be necessary. In time the voting trust would dissolve itself.

ENFORMATION

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS. STREET AND DESBROSSES AND
CORTLANDT STREETS.

EFThe leaving time from Desbrosses and
Certiandt Streets is five minutes later than
that given below for Twenty-third Street
Station, except where otherwise noted.
7:55 A. M. CHICAGO SPECIAL.—Parior, Sleeping
and Dining Cars. For Chicago, Indianapolis
Louisville and St. Louis.
9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnat,
Indianapolis, St. Louis. Dining Car.
10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo and Detroit.
1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—
For Nashville (via Cheinnati and Louisville),
Indianapolis, Chicago, St. Louis. Dining Car.
1:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and C. Letty-Stion Cars. For Chicago,
Cleveland and Toledo. Dining Car.
1:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg,
Chicanati, Indianapolis, Louisville, St. Louis,
Dining Car. For Cary, W. Va. (via Shenandoan
Valley Route). 5:55 P. M. WESTERN EXPRESS.—For Chicago.

5:45 F. M. WESTERN EXPRESS.—For Chicago.
Dining Car.
7:55 F. M. PACIFIC EXPRESS.—For Pittaburg. Toledo and Chicago. For Knoxville, dally, via
Shenandeah Valley route. Connects for Cieveland, except Saturday.
8:25 F. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittaburg. Cleveland. Clacinnati,
Indianapolis and St. Louis.
9:55 F. M. PITTSBURG. SPECIAL.—Dally for
Pittaburg. Dining Car.

WASHINGTON AND THE SOUTH.
7:55, 8:25, "9:25, "0:55, "10:55 A. M., 12:25, "12:55, 2:10
(Desbrosses and Cortiandt Streets, 2:29, "3:25, "4:25, "3:25 (Desbrosses and Cortiandt
Streets, 5:10), 9:25 p. m., 12:10 night. Sunday,
8:26, "9:25, "10:55 A. M., 12:25, "12:56 (8:25 "Congressional Limited," all Parior and Dining Cars),
"3:25, "4:25, "4:55 (Desbrosses and Cortiandt
Streets, 5:15), 9:25 p. m., 12:10 night.
SOUTHERN Rall.WAY.—Express, 3:25, 4:25 p. m.,
12:10 night dally.
ATLANTIC COAST LINE.—Express, 9:25 s. m. and Streets, 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 3:25, 4:23 p. m.,

12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and

9:26 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:25

p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For

Memphis and New Oricans, 3:25 p. m. daily.

CHENAPEAKE AND OHIO RAILWAY.—7:35 a. m.

week days and 4:55 p. m. daily.

FOR OLD POINT COMPORT and NORFOLK.—7:35

a. m. week days and 8:25 p. m. daily.

ATLANTIC CIPY.—9:35 a. m. and 2:35 p. m. week

days. Sundays, 7:55 a. m. Through Vestibuled

Trains. Bufet Parior Cars and Standard Coaches

on week days. Parior Smoking Car, Parior Cars,

Dining Car and Standard Coaches on Suaday.

CAPE MAY.—12:55 p. m. week days.

LONG BRANCH, ASBURY PARK (Interlaken Sundays), Ocean Grove and Point Pleasant (from

West Twenty-third Street Station), 2:55 a. m.

at 12:25, 1:25 (Saurdays only), 2:25, 2:25, a. 225 and 4:55

p. m. week days. Sundays, 7:55, 9:25 a. m. and

4:55 p. m. From Desbrosses and Cortland Streets

3:20, 8:00 a. m., 12:30, 1:30 (Saurdays only), 2:20,

3:04, 4:30 and 5:10 p. m. week days. Sundays, 5:15,

80

FOR PHILADELPHIA.

FOR PHILADELPHIA.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:25, 8:25 (9:35 St. Louis Limited), *9:25, *10:25 (Penna. Limited), *10:35, 11:35 a m., *12:25, 12:55, *1:35, *2:10 (Deabrousses and Cortiande Streets, 2:20, 2:55, *2:25, 2:25, 4:25, *4:25, *4:25, *4:25, *4:25, *4:25, *4:25, *4:25, *6:25

STEAMBOATS.

STEAMER MARY POWELL Leaving Desbrosses St. at 2:15 P. M. (Saturdays 1:45 P. M.), W. 22nd St. 2:30 P. M. (Saturdays 2 P. M.), 129th St. on Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsia, Rondout and Kingston. Orchestra on board.

BOSTON AND POINTS IN NEW ENG NEW ENGLAND.

FALL RIVER LINE for Newport, Fall River Boston and all Eastern and Northern Polnus. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LINE for Providence. Boston, North and East. Steamers PLYMOUTH and PILGRIM. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. NORWICH LINE for New London, Hook Island, Norwich, Stonington, Watch Hill, Narraganseit Pier, Worcester, Boston, North and East. Stra. CITY OF LOWELL & CHAFTER W. CHAPIN, Ive. Pier 40, N. R., fz. Clarkson St. week days only, 6:00 P. M. NEW HAVEN LINE for New Haven, Hartford, Springfield and North. Steamer RICHARD PIECK. Lve. Pier 30, E. R., foot of Peck Sip, week days only, 4:00 P. M. Commencing July 1, two steamers, week days, 2:45 P. M. and 12:30 night. Sunday trips commencing June 24. Tickets and staterooms all Lines, at 118, 281, 678, 1185, 1354 Broadway, 25 Union Square, 162 Sth. Avenue, 246 Columbus Avenue, 272 W. and 138 E. 125th Street, New York; 4 Court, 500 Fuston Street, 500 Broadway, Brooklyn, and at Piers. Prepayment is required for staterooms reserved in advance. NEW ENGLAND.

SEA TO MAINE THE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO.

PORTLAND LINE. Is a Most Delightful. Refreshing. Short Ocean Voyage. White Mountains, Bar Harbor, Halifan, easily reached from Portland.

Illustrated descriptive booklet containing lise of tours, summer boarding houses and hotels in this beautiful territory, free as ticket effect, 200 Broadway, cor. Reade St., and Picr (New) 22 Bast River, New York, or by mail.

PATTEN LINE.

50c.-LONG BRANCH AND BACK-50c. Week Days:
Leave Bloomfield St., N. R. (8 blocks below Walth St Ferry), 8:55; 11:00 A. M., 2:40 P. M.
Saturday—8:56 A. M., 12:45, 2:40 P. M.
Lv. Battery (nr. So. Ferry), 8:30, 11:30 A.M., 8:10 P.M.
Saturday—9:30 A. M., 1:15, 3:10 P. M.

JOY LINE. PROVIDENCE, \$2.00 EVERY WEEK DAY BOSTON DIRECT. \$3.00 BOSTON DIRECT. MOST DELIGHTFUL TRIP IN AMERICA. From Pier St, East River. Phone 800 Orcha HARTFORD LINE: from New Pier 10, East River, foot of Peck Slip daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

TROY LIME, "SARATOGA" or "CITT OF TROY" leaves West 10th St. Pier daily 6 P. M., except Saturday. Direct ralication connection at Troy for all points north and east. Sunday steemers touch at Albany. Catskill, Hudson & Coxsackie Boats

Street Cleaning Mare Has Twins. Bess, a big white mare in stable A of the Street Cleaning Department at Avenue Cand Seventeenth street, gave birth to twins yestenday. Both the colts and the mother are reported to be doing nicely.

ENFORMATION

"AMERICA'S GREATEST RAILROAD." & HUDSON RIVER R. R.

THE SIX-TRACK TRUNK LINE

VIA NIAGARA FALLS.

Traina depart from Grand Central Station, 626
street, New York, as below:

North and west bound trains, except those leaving at 8:30 A. M., 2:48, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—SMIDNIGHT EXPRESS.

8:20 A. M.—FAST MAIL.—36 hours to Chicago.

10:20 A. M.—FAST MAIL.—36 hours to Chicago.

10:20 A. M.—PAST MAIL.—36 hours to Chicago.

1:20 P. M.—SUTHWESTERN LIMITED.

1:00 P. M.—SOUTHWESTERN LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

2:45 P. M.—The 20th CENTURY LIMITED.

3:30 P. M.—ALBANY AND TROY FLYER.

4:00 P. M.—DETROIT and CHICAGO SPECIAL.

5:30 P. M.—LAKE SHORE LIMITED.—324.

6:00 P. M.—VESTERN EXPRESS.

7:00 P. M.—WESTERN EXPRESS.

7:00 P. M.—WESTERN EXPRESS.

7:00 P. M.—SUTHWESTERN SPECIAL.

8:20 P. M.—SOUTHWESTERN SPECIAL.

8:20 P. M.—PACIFIC EXPRESS. THE SIX-TRACK TRUNK LINE

HARLEM DIVISION.

9:06 A. M. and 2:35 P. M. daily except Sunday to the Pittsfield and North Adams, Stundays at 3:25 b. Pittsfield and North Adams, Stundays at 3:25 b. Pittsfield and North Adams, Stundays at 3:25 b. Pittsfield and Stundays and 1:25 b. Pittsfield and 1:25 b.

(New York Central & Hudson River R. R., Lesses.)

Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 22d st., N. E.: 1:00 P.M.—Chicago Express.

228 P.M.—Cont. Lim. for Detroit, C. S. L. Leuke.

9:09 P.M.—For Roch., Buffalo, Clevel'd & Chicago.

18:00 P.M.—Roch., Buffalo, Clevel'd & Chicago.

9:15 P.M.—For Syra., Roch., Niag. Falls, Det. & Cat.

"Daily. 1 Daily, except Sunday. Bargage checked from hotel or residence by Westoot Express.

A. H. SMITH,

Gen'l Manager.

Gen'l Pass' Agent.

READING SYSTEM. NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below) Bouth Ferry ave minutes earlier than shown below:

EASTON, BETHLEHEM, ALLENTOWN AND
MAUUH CHUNK-esco. (7.18 Easton only).

10 to A. M., 120, 420, 5.00 (1:88 Easton only).

10 to A. M., 120, 5.00 (1:88 Easton only).

Sundays, 8:23 A. M., 130, 6:30 P. M.,

WILKERABREE AND SCHANTON-eston, 6:10

A. M., 5:00 P. M., SUNDAYS, 8:23 A. M., 1300 P. M.,

LAKEWOOD, LAKEHURET, TOMES EIVER,

AND BARNIDGAT-8:430, 72:40 A. M., 8:25

(3:40, Lakewood and Lakhurar early), 4:39 P. M.,

SUNDAYS, 8:40 A. M., 12:40 P. M.,

VINERAND AND BRIDGETON-12:430 A. M.,

(81:30 P. M.,

SHORE POINTS -2:430, 8:30, 11:30 P. M.,

SHORE POINTS -2:430, 8:30, 11:30 P. M.,

SHORE POINTS -2:430, 8:30, 11:30 P. M.,

1:30, 2:45, 2:55, 4:45, 6:31, 6:30, 11:30 P. M.,

4:25, 17:30, 18:30, 7:30, 11:30 P. M., 5:30,

4:25, 17:30, 18:30, 7:30, 11:30 P. M., 11:30,

8:30, 6:30, 10:30, 10:30, 7:30, 10:30, 10:30, 17:30,

8:30, 6:30, 10:30, 10:30, 11:30 P. M., 11:30,

1:47H AND CHESTNUT STREETS-8:28, 18:00,

1:00, 11:30 P. M., 11:18 mdt.

BEADING, HARRISBURG, POTTSVILLE.

Hudson River by Daylight,

Palatial Steamers "NEW YORK "and "ALBANY"
of the Hudson River Day Line, fastest and finest poats in the word.

Leave Brooklyn, Fullon St. (by Annex), 800 A. M.

Desbrosses St. Pier. (by Annex), 800 A. M.

West 12th St. (by Annex), 800 A. M.

Landing at Yonkers, West Point, Caukin, Hudson and Albany, Dally, except Sunday, Special trains to Catskill Mun. resorts and Saratoga, and easy connections to all points East, North and West. Through tickets and baggage checked at efficient one-day outlings to West Point, Newburg of Poughkeepsie, Mingston Poughkeepsie, Nr. Y. Transfer Co. Most delightful one-day outlings to West Point, Newburg of Poughkeepsie, Mingston Poughkeepsie, Mingst AND WILLIAMSPORT—4.00 st. To reside (10:00 11:00 A. M. Reading only, 15:00 11:00.
12:00 P. M. Reading Poterville and Harrisburg only, 14:00 18:00 P. M.

BANDY HOOK ROUTE—7. 7. c. Passes S.
Pr. S. Atlanto Hist. Seabright Measurement Measurement Seabright Measurement Me

ROYAL BLUE LINE. PHIA AND READING RY AND BALES TO BALTIMORE and WASHINGTOR EVERY OTHER HOUR

ON THE EVEN HOUR.

Lv. Liberty street. 8:00 am. Brookers College of the college o

BALTIMORE AND OHIO RAILROAD ROYAL BLUE LINE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR." TO BALTIMORE and WASHINGTON

Leave South Ferry 6 enhance certics.
Les Liberty street, 800 am, Bineage-Sun, Bi 12:50 noon, Daily, Daily, 12:50 noon, Daily, Daily, Markety 4:00 pm, Daily, All Fully 6:00 pm, Daily, All Fully 6:00 pm, Daily, Bi 12:15 night, Daily, See SPLENDED TRAIN SERVICE. THROUGH TRAINS TO THE WEST.

Lv. New York City, South Ferry, Liberty St. Daily Chicage, Pittsburg, J.2:10 nt.
Chicage, Celumbana, 1:55 pm.
Pittsburg, Cleveland, 2:55 pm.
Pittsburg Limited J. 6:85 pm.
Pittsburg Limited J. 6:85 pm.
Cincinnati, St. Lowis, 9:55 am.
Cincinnational forth Inc LEHICH VALLEY.

Tickets and Fallman accommodations at 18, 381, 587
Ed, 128 and 128 Broadway, 12 6th Ave., 5 Thing &
West, 58 Columbus Ave., R. Y., 286 & 50 Fulles &.,
Court Sc., 20 Broadway, 5 T. Patton St., Brockyn.,
N. Y. Transfer Co. will call for and check heapter. Lackawanna Railroad

Leave New York, foot Barolay and Christopher Sa.
18:30 A.M.—For Binghamton and Syracus.
10:00 A.M.—Por Buffalo, Chicago and St. Leas.
11:40 P.M.—For Buffalo and Chicago.
14:40 P.M.—For Buffalo and Chicago.
14:50 P.M.—For Buffalo and Chicago.
16:18 P.M.—For Utica, Oswego, Itlaco.,
10:00 A.M.—For Chicago Chepers open
Ticknets, 16, 43, 118, 148 Hocakway, 1.
Fulton st., Brooklyz. Daily, (Except Sension)

PURCHASE AND EXCHANGE Witches, Diamends and Jewelry HENRY SUIL